

ATTACK ON WAR TAX BILL IN CONGRESS

Violent Protests Made Against Many Features of Measure in Both Houses at Washington.

Washington, May 12.—While the house debated the \$1,800,000,000 war tax bill today, the senate finance committee heard violent protests from interested on which the new war levies would fall.

Manufacturers, who would have to pay the increased excess profit tax, distillers, brewers, soda fountain interests and tobacco companies, all told the senate committee that they faced ruin if the bill went through as presented in the house. Nearly every witness declared his particular business seemed to be the target for an exorbitant tax.

Under Fire In House.

In the house, too, many portions of the bill were under fire, but democratic and republican leaders in charge replied that the money must be raised and only high taxes could provide it.

Only the excess profits, liquor, beer, soft drinks and tobacco schedules were considered today by the senate committee, which opened hearings before the measure came over from the house in order to hasten final congressional action.

Representative Hull of Iowa opposed the rates for magazines and newspapers and challenged statements that the government now is losing millions annually on this class of business.

Representative Bland of Indiana told the house that the Postoffice department had worked out an amendment to provide that no salaries of postmasters be increased during the war.

Paint Gloomy View.

It was a gloomy picture that protesters against the war tax increases painted for the senate committee. Disorganization of industries, closed factories, discharged employees, reduced prices to producer, and destruction of retailers, were among the predictions.

Representatives of national manufacturers and industrial organizations declared the excess profits was discriminatory against corporations. The whole tax load also was criticized as too large, and the suggestion was made that the tax burden be distributed over several decades.

The greatly increased tax on distilled liquors, the committee was told would decrease production and revenues, as well as encourage illicit traffic. The brewery interests said many small breweries would be forced to close.

Cigar Men Object.

Protesting against the rates on soft drinks and ingredients, manufacturers' representatives said the increased burden cannot be passed on the consumer and that soda fountain, drug store, and other small business men would be crippled.

The bill's rates were said by representatives of manufacturers and organized cigar makers to be grossly excessive and certain to cause suspension of small manufacturers, decrease consumption, and so reduce revenue.

Body of Murdered Man Is Found Near Pierre

Pierre, S. D., May 12.—(Special Telegram).—The body of a man who is supposed to have been Patrick McCann of Chicago, was found in a small clump of brush in a lonely gulch near this city with the skull crushed. Steve Capyak was taken to this city with McCann's missing. The two left their rooming house Sunday, April 29, saying they were going out for a walk. Late in the evening Capyak returned and took away his suit case and vanished. McCann was known to have money on his person while at the rooming house, but only a quarter was found in a search of his clothes, besides papers, which indicated his name and the address of a sister in New York.

Sioux Falls Harvester Plant Burns; Loss a Million

Sioux City, S. D., May 12.—Fire of unknown origin last night totally destroyed the International Harvester company's office and warehouse building here.

The loss is in excess of \$1,000,000. More than 1,000,000 pounds of oil-binder twine ignited, spreading the flames to all parts of the four-story structure, which occupied a quarter block in the manufacturing district.

The warehouse was heavily stocked with farm implements and machinery repairs.

Mme. Schumann-Heink Sues Street Car Co. for \$95,000

St. Louis, May 12.—Mme. Schumann-Heink, the operatic contralto, today filed suit for \$95,000 against the United Railways of St. Louis for injuries sustained when a taxicab in which she was riding was struck by a St. Louis street car on the night of February 23.

Beer Hounds Try to Buy Beverage From Police Captain Mike Dempsey



"Hello! 's this the police station? Got any beer down there that you want to sell?"

"What?" said Tony Francel, desk officer.

"We want beer. Got any down there?"

"Sure," said Francel.

"How much?" said the voice.

"We'll let you have it for \$1.50 a case if you come before 8:30 p. m."

answered Francel. "But of course, it will be \$2 a case if you wait until morning."

"We'll be right down," the inquirer replied.

Ten minutes later two swarthy men whose dialect indicated Italian descent, strutted into the central police station.

"That beer, where is it?" one asked.

BRITISH CRUISER VISITS NEW YORK—Unannounced and with its mission unknown, the British cruiser Roxburgh has arrived at New York, the first English warship to put in at that port since the war began. The Roxburgh anchored near the American naval vessel Birmingham and Olympia. The photograph shows the Birmingham in the background.



H.M.S. ROXBURGH.

Concerning the Flag

By Frederic J. Haskin

By FREDERIC J. HASKIN.

Washington, May 10.—Planting the American flag on the western battle front is probably merely a figure of speech, for battle flags are going out of use. In former wars the flag was used as a rallying point and as an indicator of the center of attack, but this use has no place in trench and artillery fighting.

When asked if the American army would carry flags in this war, the War department declined to say. Flags were widely used during the Spanish-American war, it asserted, but so far as this war was concerned no final decision had been reached. It admitted that flags were supposed to be out of date in Europe. Since 1879, at the battle of Isandhlwana, when two brave and valuable soldiers lost their lives in attempting to rescue the British colors, Great Britain is reported to have barred use of the flag in battle.

In spite of the fact that our army may also fight without a flag, the flag factories in the United States are speeding up their output. The commercial establishments, of course, are swamped with a tremendous demand from patriotic civilians, but the government factories are also overworked. For the flag has many uses other than in battle.

The government has two flag-making factories—one for the army and one for the navy. The army plant is attached to the Philadelphia depot, while that of the navy is on the third floor of the Bureau of Equipment building at the New York navy yard. The navy at all times requires a lot more flags than does the army. In addition to the Stars and Stripes in various sizes, every ship must carry nearly 250 different flags of other nations, the material and making of which costs Uncle Sam approximately \$2,500 per ship. Every time a United States battleship calls at a foreign port, it must display its good manners by flying the flag of that particular nation along with the Stars and Stripes.

The making of this large number of naval flags even in peace times keeps a force of fifty women and several men busy, and now that we are to have a thousand wooden ships to be flagged, the force has been increased. Moreover, the price of bunting has gone up, so that the government flag bill this year is going to be enormous. All of the bunting for government flags comes from Lowell, Mass., where there are three large factories devoted to the manufacture of this fabric. When it arrives at the flag factory it is put through various tests to determine its quality. First it is soaked in soap and water; the next day it is soaked in salt water, and the third day it is hung out in the air, where it remains for ten days. For thirty hours, at least, it must be exposed to a bright sun. When it thus becomes apparent that the bunting will not "run" or fade, a strip two inches wide of the warp is put in a machine and submitted to a pulling strain of sixty-five pounds, which tests its tensile strength.

On the floor of one of the rooms in the factory are chalk mark lines and metal markers on which the flags are measured and cut out. They are sewed on regular sewing machines, fitted with electric motors, and the stars are cut by a special machine invented for that purpose. Thirty feet long by nineteen feet wide is the largest flag made by the government.

which is the United States Ensign No. 1—costing \$40 to manufacture. Other flags, such as the president's flag, bearing special and intricate designs, are even more expensive and require weeks of patient work to embroider and finish.

The present standard flag of the United States consists of thirteen red and white stripes, with a blue field in the upper left-hand corner containing forty-eight white stars placed in six rows of eight each. This description may seem a trifle unnecessary to the average American patriot who has a perfectly good American flag hanging from his front window, but it is well to recall the fact that this arrangement was authorized by the secretary of war as late as 1896. Before that designs of American flags were legion. For years they had been the confusion and despair of foreigners. Indeed, in 1847, the Dutch government inquired politely: "What is the American flag?" Ten years later nine different styles of American flags were observed on one day in the harbor of New York.

Even now it is disconcerting to note the opinion of some foreigners concerning it. Mr. Frederic Harrison, for example, says something to this effect: "When the United States decided to adopt a flag after the ancient emblem of their chief, they committed an absurd blunder. Then the Stars and Stripes, nothing more grotesque, confused and unheraldical can be conceived."

Granting Mr. Harrison the right to his opinion, he is nevertheless wrong concerning the origin of the American flag, according to the best evidence that extensive research has brought to light. The flag was not modeled after the stars and stripes emblem of George Washington, but after the flag of the Dutch republic.

We have absolute records to tell us when the American flag was adopted, and what it was then supposed to be. The thirteen war vessels, which then constituted the Colonial navy, were desirous of a flag to use in foreign waters, so on June 14, 1777—the same day that John Paul Jones was appointed captain of the Ranger—the continental congress passed the following resolution: "Resolved, That the flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation."

This, however, says nothing about how the stars should be placed. The flag designed by Washington and made by Betsy Ross contained a cir-

cle of stars, but there is no evidence to prove that this was the flag generally used. In fact, from what evidence has been gathered together it is practically certain that the first American flags used had no stars whatsoever. In "a book of photographs of extant flags used, or alleged to be used, in the American revolution," compiled by Gerhardt Davis (New York, 1908), the field of stars is seldom seen—and never as an absolute surety—until 1780. In Faunces Tavern, in New York City, there is also a collection of British prints of the American flag, which shows the same thing—no stars until 1780.

Now, according to the greatest number of authorities, the alternate red and white stripes used in the flag were not taken from Washington's shield, but were borrowed from the Dutch flag. At the beginning of the revolution, it must be remembered, the Dutch had a strong hold upon America. In the greater part of New York, Pennsylvania, New Jersey and Delaware the language was Dutch. Moreover, the greater percentage of the commerce was Dutch, so that the Dutch flag on trading ships, as well as on handkerchiefs, boxes, title pages of Bibles, and many other articles, was a familiar object.

The Dutch flag consisted of alternate red and white stripes, and its meaning was popular with the colonists at the time of the revolution. It signified the union of the provinces of Holland, which had deposed its monarch and become a republic, "with a written constitution, a judiciary free from the executive, and public schools free to all, and sustained by taxation," long before 1775. Thus it is interesting to note the fact, the importance of which is often overlooked by historians, that the Dutch influence was strong in the rebellion of the colonists. We have Benjamin Franklin's word for it in a letter which he wrote during the war, which says, "In love of liberty and bravery in the defense of it she (Holland) has been our great example."

Hence, in using the stripes in the flag, the United States borrowed the idea from the Dutch to signify the union of the colonies. As far as can be ascertained, this striped flag was

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immediately employed in the navy, but in the army it was never adopted. There a flag bearing a rattlesnake emblem was the most popular, although other designs were also used. In May of 1779, Washington wrote to the board of war, stating that he was in receipt of constant applications for colors, but there were many different flags used by the various regiments and "it is not yet settled what is the standard of the United States."

To this the war board replied asking Washington to give his opinion as to what was the "one common flag of the United States," at which recommendation would be made to congress to order some for the army. In his reply to this inquiry, made on September 3, 1779, Washington makes no reference whatever to stars, but suggests that the number belonging to each regiment be inserted within the curve of the rattlesnake.

From this it may be seen that the stripes are the only sure and permanent feature of the American flag as it has come down to us in history.

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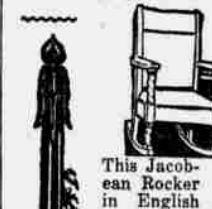
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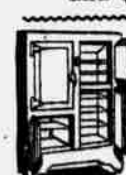
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Chair to match the rocker—\$15.75

The dresser here illustrated is in black walnut or mahogany; 48-in. base, full width mirror; all parts of suite to match this piece are shown at correspondingly low figures.

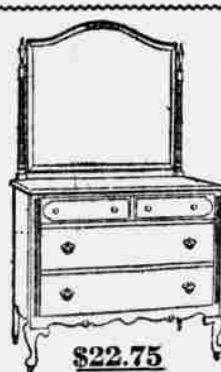
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